

# Audi A6 C8 55 TFSI

2018-2024 · 3.0 V6 TFSI EA839 (340 hp) turbocharged petrol with 48V mild hybrid, quattro

Est. annual maintenance cost: €1,150-2,100

Date \_\_\_\_\_ Mileage \_\_\_\_\_ Price \_\_\_\_\_ Seller \_\_\_\_\_

**What matters most:** The water pump is a near-certain failure. Check the pulley bolt count: 4 bolts means the original defective pump, 6 bolts means the revised one.

## BEFORE THE VIEWING

- Recall and campaign status**  
Call an Audi dealer with the VIN and confirm campaign 27BQ (belt starter generator) and recall 42L1 (rear axle lock nut) are completed. Both are safety-critical, especially on 2019-2021 cars.
- Service records**  
Ask for complete service history. The EA839 V6 uses about 6.8 litres of 0W-40 synthetic oil. Confirm oil changes every 15,000 km or annually. Dealer or qualified specialist stamps only.
- MOT and previous inspections**  
Review MOT history online. Look for repeated advisories on suspension, tyres, or emissions. Any coolant loss notes can point to the known water pump issue on this engine.

## AT THE CAR

- Tyres and exterior condition**  
Standard size is 245/45 R19. Check tread depth and date codes on sidewalls. Uneven inner-edge wear on the fronts can point to worn control arm bushings, a common issue after 80,000 km.
- Water pump pulley bolt count**  
Open the bonnet and look at the water pump pulley on the front of the engine. Count the bolts: 4 bolts means the original defective design, 6 bolts means the revised pump has been fitted.
- Coolant level and residue**  
Check the coolant expansion tank. Low coolant or dried white residue on the left side of the engine bay can point to water pump seal failure. Ask the seller when coolant was last topped up.
- Cold engine startup**  
Start the engine from cold. Listen for metallic rattling or ticking in the first 30 seconds. Also watch the dashboard for any 48V system, start-stop, or brake booster warning lights.

## DURING THE DRIVE

- Suspension over bumps**  
Drive over speed bumps at low speed. Clunking or knocking from the front can point to worn control arm bushings. At motorway speed, notice if the steering feels vague or wanders.
- Power delivery and gearbox**  
Accelerate firmly from low speed. The V6 should pull smoothly without hesitation or misfires. The ZF 8-speed should shift cleanly with no jerks. Rough idle at stops can point to carbon buildup.
- MMI screens and electronics**  
During the drive, check both touchscreens. The upper navigation and lower climate screens should stay responsive. Test the rearview camera when reversing. Freezing or reboots can point to a hardware fault.

## NOTES

---

---

---

---

### THIS CAR AT A GLANCE

Petrol executive saloon with 3.0 V6 turbo and 48V mild hybrid, built 2018-2024. Powerful and refined, but the water pump is a near-certain repair.

### KNOWN WEAK POINTS

#### Water pump failure

Vacuum seals leak, causes overheating  
€1,200-2,500

#### 48V starter generator

Transistors overheat, drains batteries  
€800-2,500

#### Carbon buildup

Intake valve deposits after 80,000 km  
€800-1,500

#### Control arm bushings

Front suspension clunks, arms not rebuildable  
€600-1,500

#### MMI system faults

Dual screens freeze or reboot mid-drive  
€0-2,500

